

other quality electronic products
engineered by Genave for general
use at moderate prices

Aviation:

ALPHA/600
All Transistor Nav/Com
BETA/5000
TSO'd ATC Transponder
SIGMA/1500
Digital ADF
DELTA/303
Marker Beacon Receiver

Marine:

Marine Master-25W/A
25 watt Marine R/T
Marine Master-202
20+2 channel, 25 watt, Marine R/T
Marine Mate-100
25 watt Marine R/T
GSB-1000
10 channel, 60 watt, SSB R/T

Amateur:

GTX-2
2-meter FM
30 watt, pushbutton channeling
GTX-10S
2-meter FM
10 watt, low cost
GTX-200
2-meter FM
Independent T/R Selection
GTX-600
6-meter FM
Independent T/R Selection

Landmobile:

Mobiline
10 watt, low cost, 2-way
VHF high band Transceiver
Mobiline I
30 watt, 2-way
VHF high band Transceiver
Mobiline II
30 watt, high performance receiver
2-way, VHF high band transceiver
Mobiline III
45 watt, 2-way
VHF low band transceiver

MANUFACTURED IN THE UNITED STATES



GENERAL AVIATION ELECTRONICS, INC.

4141 Kingman Drive, Indianapolis, Indiana 46226

AREA (317) 546-1111

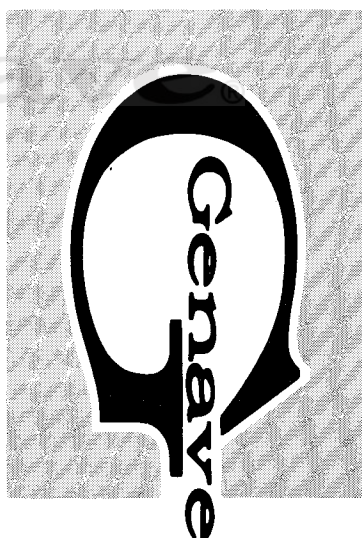
TECH PUB. NO. 0820018A

Specifications subject to change without notice.

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Printed in U.S.A. 1976

Price
\$2.00



OWNERS MANUAL

CONGRATULATIONS!

You now own one of the finest pieces of electronics equipment available for marine use. Genave Marine/Master is the end product of research, design and engineering by the marine division of General Aviation Electronics, Inc. (Genave) —space age innovators in electronic equipment for general aviation and the marine industries.

MARINE / MASTER-1

Tech. Pub. No. 0820018A

Warranty

Products bearing the trademark "GENAVE" or the trade name "GENERAL AVIATION ELECTRONICS, INC." have been fabricated by skillful technicians, under the strictest quality control conditions, using the finest materials and component parts available.

When properly installed, adjusted and competently operated according to factory specifications and instructions, General Aviation Electronics, Inc. unconditionally guarantees and warrants all parts and bench service labor for 90 days from the date of the original installation.

This warranty shall not apply to malfunction, which in the opinion of General Aviation Electronics, Inc. is the result of abusive use, accident, willful destruction, improper or unauthorized repair or installation. All service under this warranty must be performed by an Authorized Genave Sales and Service Center, or by returning the unit or units, freight pre-paid, to the factory at Indianapolis, Indiana.

The Company offers no other guarantees or warranties expressed or implied.

GENERAL AVIATION ELECTRONICS, INC.

Your unit was under strict quality control during its fabrication and was thoroughly checked by skilled technicians prior to shipment. With reasonable care and handling it will provide years of satisfactory operation.

The Marine/Master-1 is a completely self-contained portable VHF FM marine transceiver. This compact, solid state unit provides the ultimate in portable versatility. Due to its portable configuration, no costly or time consuming installation procedures are required.

Specifications:

GENERAL

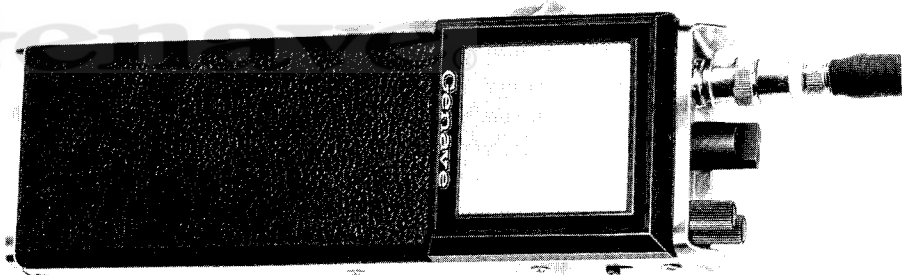
Size: 8" H X 2.625" W X 1.281" D (20.3 cm X 6.7 cm X 3.25 cm)
 Components: 13 Transistors, 6 Diodes, 4 FET's, 4 IC's.
 Frequency Range: 156 MHz to 162 MHz
 Number of Channels: 6
 Channel Separation: 2 MHz maximum
 Temperature Range: -30°C to +60°C
 Weight: Approximately 2.25 lbs. (1.02 kgs).
 Power Supply: Internal Batteries—rechargeable in or out of transceiver—8 hours life @ 90%-5%-5% duty cycle.

RECEIVER

Sensitivity: .5 microvolt nom. (20 db Quieting)
 .25 microvolt nom. (12 db Sinaed)

TRANSMITTER

Selectivity: ± 7.5 KHz
 Squelch Threshold: .25 microvolts max
 Modulation Acceptance: More than 5 KHz
 Adjacent Channel Rejection: ± 30 dB
 Image Response: More than 45 db
 Spurious Response: More than 50 db
 Audio Output Power: 400 mw
 Frequency Stability: $\pm .001\%$
 Circuit Type: Dual conversion, superheterodyne, crystal controlled with crystal IF filter.
 Power Output: 2.5 watts nominal
 Output Impedance: 50 ohms (BNC connector)
 Frequency Stability: $\pm .001\%$
 Audio Modulation Deviation: ± 5 KHz



GENERAL INFORMATION

The Genave Marine/Master-1 is a handheld portable marine 6 channel VHF FM transceiver. The unit is designed to provide high quality, reliable personal communications.

The Marine/Master-1 handheld transceiver features a high performance, dual conversion receiver. This receiver employs three, 2-pole, 10.7 MHz monolithic filters in the first I.F. circuitry to maximize spurious response, and adjacent channel rejection characteristics.

The transmitter provides a nominal 3.0 watts (2.5 watts minimum) of VHF power to the antenna jack. Low current drain, low power operation is provided on units not equipped with tone squelch. A helically loaded vinyl clad antenna is supplied with the unit.

The Marine/Master-1 receiver and transmitter utilize standard plug-in crystals with a frequency netting trimmer provided for each receive and each transmit crystal. An eight cell rechargeable nicad battery pack is supplied with the unit.

The unit is enclosed in a durable vinyl covered, all metal case. A leather carrying case is also available.

ACCESSORIES

GLC-1—Leather Carrying Case

A black leather carrying holster is available which provides easy belt mounted portability.

PSI-18—Nicad Battery Pack

Rechargeable nickel-cadmium battery packs are available from Genave, which are designed to provide easy installation and allow recharging while in the transceiver, using the bottom mounted charging jack. One of these packs is supplied initially with the transceiver.

PSI-15—AC Battery Charger

This charger is designed to complement the Marine/Master-1 and PSI-18 system. The charger is designed to accept either the separate Nicad packs or the entire transceiver for internal charging through the bottom mounted charging jack. The charger is designed to provide a reasonably high rate recharge of the battery packs using standard 110 VAC household current.

PSI-25—DC Battery Charger

This charger performs the same function as the PSI-15 while operating on 12 VDC vehicle power. This charger allows recharging nicad battery packs in the vehicle.

ABOUT VHF-FM

MARINE/MASTER-1

The Marine/Master-1 is a handheld transceiver designed for operation in the VHF-FM Marine Band. This transceiver is compatible with all other VHF-FM marine transceivers and provides hand-carried flexibility.

The VHF-FM Marine Band (156 to 162 MHz) in which this transceiver operates is not susceptible to the "skip" phenomenon which created channel crowding in the older medium frequency AM systems. Communications within the VHF-FM Band are "line-of-sight" . . . the higher the antenna, the greater the range (i.e. The taller the tower, the farther you can see). This characteristic is effectively utilized within the VHF-FM marine service to maximize channel utilization. The all antenna towers of the coastal stations allow them to communicate with ships far at sea, while the relative low antenna height of the ships serve to reduce the number of signals creating interference with the desired station.

An added feature of the VHF-FM Marine Band is the increased number of channels. The old MF system provided only a limited number of operating channels while the VHF-FM system provides over twice as many channels including 3 weather monitor channels.

VHF-FM is relatively free from static and other forms of noise interference. While static and ignition noise will cause some reduction in the receive efficiency of the VHF-FM system, it will not completely block the communications ignition noise from the ship's engine(s), which causes a very slight reduction in receive efficiency, can be relatively inexpensively reduced by the installation of noise suppression equipment. Noise suppression equipment is not mandatory, although it may be desirable. Noise suppression information and kits can be obtained through marine and electronic suppliers.

An additional feature of the Marine/Master-1 is the fact that the transceiver can be removed from the ship easily when not in use. The top mounted antenna connector allows connection of conventional VHF-FM marine antennas to the transceiver for increased performance shipboard.

BATTERY INSTALLATION

Before attempting to operate the unit, the appropriate battery pack must be installed.

To install the battery pack, proceed as follows:

- 1) Lay the transceiver, speaker down, on a flat surface.
- 2) Squeeze the two rear cover locking buttons toward each other while lifting the rear cover. The cover will hinge upward (See illustration below).
- 3) Drop the battery pack into the transceiver insuring that the terminal contacts are positioned at the top and toward the front of the transceiver. (See illustration below). If the battery pack is improperly positioned, the transceiver will be inoperative.
- 4) Replace the rear cover by reinserting the hinge tabs at the top of the unit and pressing the bottom of the cover down until the rear cover latches engage.

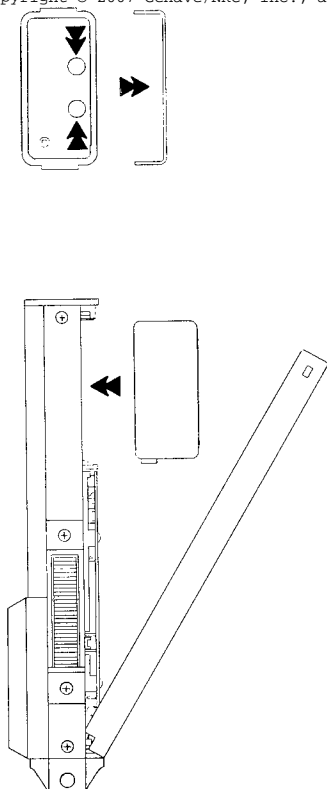


Figure 1
Battery Installation

BATTERY RECHARGING

Nickel-cadmium battery packs can be recharged using the PSL-15 or PSL-25 chargers. Normal battery life will be approximately 8 hours for a fully charged Nicad pack operated on a 5% transmit, 5% receive, 90% squelched receive duty cycle.

When recharging nicad batteries, they may be charged in or out of the transceiver. To charge them in the transceiver, it is only necessary to set the transceiver into the charger. For charging outside the transceiver, merely drop the battery pack into the charger. Typically the nicad pack shall be capable of approximately 500 charge-discharge cycles. The actual number of charge-discharge cycles will vary with the depth of discharge. The charger is designed to recharge a fully discharged nicad pack in 8 hours.

ANTENNAS

The unit is supplied with a vinyl covered helically loaded antenna which is precut for the proper frequency. The unit is, however, capable of feeding any 52 ohm antenna system which is tuned to the proper frequency.

If it should be necessary to replace the antenna the following cutting chart can be used to insure that the antenna is adjusted for the proper frequency. To use this chart, find the operating center frequency along the horizontal edge of the chart and read upward to the point at which the curve intersects the frequency line. Read across the vertical edge of the chart to determine the proper antenna length. This is the length from the bottom of the antenna (see illustration).

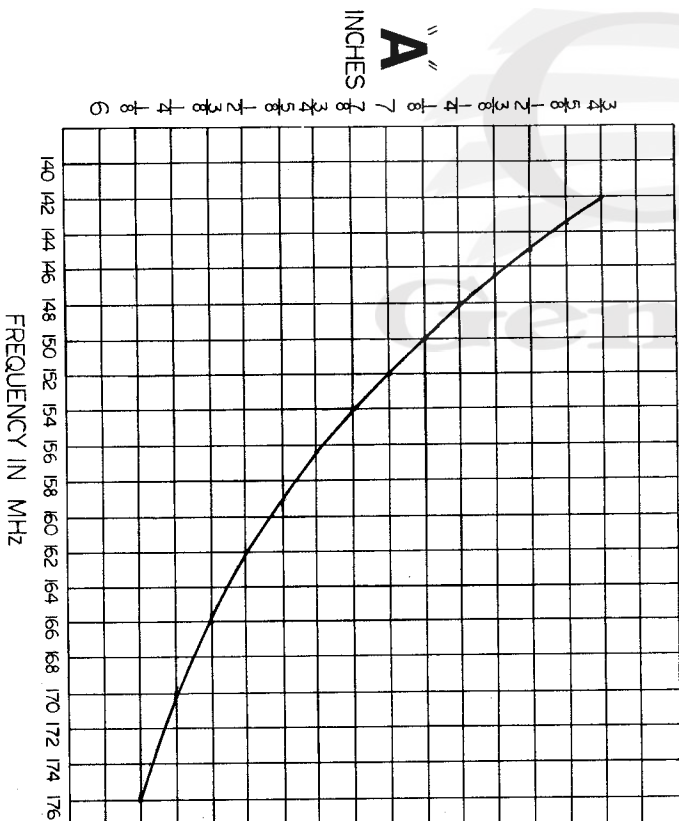
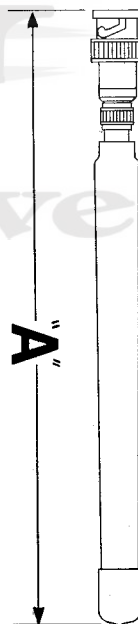


Figure 2
Helically Loaded Antenna Cutting Chart

ANTENNA INSTALLATION

The Marine/Master-I is designed to operate into a standard 52 ohm antenna system. The unit is fitted with a standard BNC female connector, on the top panel, for antenna connection. The unit is supplied with a helically-loaded, rubber-clad flexible antenna. The BNC male connector on the bottom of the antenna allows quick connection and disconnection of the portable antenna. The standard antenna connector also allows easy conversion to mobile operation by connection of the vehicle antenna to the handheld transceiver.

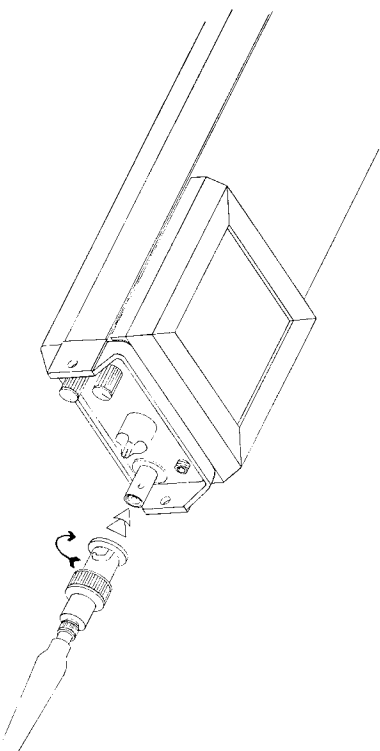


Figure 3
Antenna Installation

LICENSING AND OPERATING INSTRUCTIONS

NOTE: Portions of the following information are excerpts from the Federal Communications SS Bulletin 1007, issued August 1971.

This is a summary of some of the more important requirements affecting vessels not required by law to be equipped with radio-telephone installations, contained in Part 83 of the Commission's Rule 83.367 requires that Part 83 be provided aboard the vessel or retained in a suitable place on shore.

NOTE: A form for ordering a copy of Part 83 is attached to the Application for Ship Radiotelephone License (FCC Form No. 502).

All radio stations aboard ships must be licensed by the Federal Communications Commission. The licensee is responsible at all times for the lawful and proper operation of his station. Licenses are not granted to aliens except where the radio station installation is required by law or treaty. Ship stations are licensed primarily for safety of life and property, therefore distress and safety communications must have absolute priority. Secondly, however, certain frequencies which are not reserved for calling, distress or other safety purposes may be used for radiotelephone calls to coast stations or between ships. The local telephone company or radiotelephone coast station can furnish information as to frequencies and charges for radiotelephone service.

Ship Station License. Application for a ship radiotelephone and/or radionavigation station (radar) license is made on FCC Form No. 502 except that FCC Form No. 501 shall be used for radiotelephone stations required by Title III, Part II of the Communications Act of 1934, as amended, or the Safety of Life at Sea Convention, or where the applicant is also the licensee of radiotelegraph equipment aboard the vessel.

Fill in the required information on the forms as shown in the sample forms on pages 13 and 14. Be sure when filling out Form No. 502 to check the block marked "156-158 MHz" in Item #10.

Interim Ship Station License for Radiotelephone and Radar. An interim license authorizing the operation of a ship radio station for a 6 month period may be obtained at any Commission field engineering office by the presentation (by the applicant or any person who informs the office that he has been authorized to act in behalf of the applicant in securing an interim ship station license) of a properly completed application and an informal request for an interim license.

In Alaska only, an interim ship station license may be obtained by mailing a properly completed application and a written request for an interim ship station license to the Commission's field engineering office at Anchorage.

The regular term license will be mailed to the licensee prior to the expiration of the interim license.

Operators License. The radiotelephone transmitter in a ship station may be operated only by a licensed radio operator. The licensed operator may permit others to speak over the microphone if he starts, supervises, and ends the operation, makes the necessary log entries, and gives the necessary identification. The license usually held by radio operators aboard small vessels not required to carry a radio installation for safety purposes is the Restricted Radiotelephone Operator Permit. This permit does not authorize transmitter adjustments that may affect the proper operation of the station. Any needed adjustments must be made only by the holder of a first or second class radiotelephone or radio-telegraph license. The Restricted Radiotelephone Operator Permit or verification card of a higher license must be posted or kept on the operator's person. (Rule 83.165).

Application for Operator Permit. Field offices will accept applications filed on FCC Form 753 for Restricted Radiotelephone Operator Permit if the applicant makes a satisfactory showing of immediate need for a permit for safety and if the application is presented in person by the applicant or his agent. However, this lifetime permit is usually obtained by mailing an FCC Form 753 to the Federal Communications Commission at Gettysburg, Pennsylvania 17325. No oral or written examination is required. An application for a Restricted Radiotelephone Operator Permit must be accompanied by a filing fee.

Fees. Enclose appropriate fee with each application for station license. An additional fee is required for an interim license. DO NOT SEND CASH. Make check or money order payable to Federal Communications Commission. In general the fee will not be refunded even if the application is not granted. Also, fee overpayments of \$2.00 or less will not be refunded. (No fee is required for an application filed by a Governmental Entity or for a special temporary authority of brief duration or minor character.)

156.8 MHz. 156.8 MHz is the calling and distress frequency for ship radiotelephone stations in the 156-162 MHz band and these stations must maintain a watch (83.224) and be capable of transmission on 156.8 MHz. (83.106).

NOTE: 156.8 MHz is Channel 16, which is automatically included in your Marine/Master-I.

Government and Foreign Frequencies. A ship may transmit on frequencies not included on the ship station license when directed to do so by U.S. Government stations or foreign coast stations. (Rules 83.357 and 83.363).

Prevention of Interference. Always listen on the channel to be used before transmitting so that you will not interfere with others already using the channel (Rule 83.181(b)).

Operating Procedures. You must give your call signal whenever you call another vessel or coast station and when you finish the conversation. Except when talking on the above-listed intership frequencies where the maximum time limit for a conversation is 3 minutes, you must break and announce your call sign if your ship-shore conversation last longer than 15 minutes. (Rules 83.364 and 83.366(g)). Make your calls short (not more than 30 seconds) and do not call the station again for 2 minutes. (Rule 83.366(f)). If a call sign has not been assigned, identify station by announcement of the vessel name and name of licensee.

Safety and Distress. SAFETY is the primary reason for having shipboard radio. DISTRESS AND SAFETY must have ABSOLUTE PRIORITY. That is why you must listen, and be able to transmit on Channel 16 (156.8 MHz). The distress call is "MAYDAY". Read Rule 83.233(b) and the other rules in Subpart J of Part 83 for complete information about distress calls and messages.

Radio Conversations are Private. If you hear a radio conversation not intended for you, you cannot lawfully use the information in any way. (Rule 83.174).

Violation Notices. If you receive an "Official Notice of Violation" from the FCC you must reply to it within ten days of receiving it. If you cannot give a full answer that soon, you should acknowledge it and say that you will make a full answer as soon as possible. (If you are away from your permanent mailing address, it is suggested that you make arrangements to have mail from the FCC opened, acknowledged and forwarded.)

Logs. A radio log is required; each page must be numbered, must have the name of the vessel, call sign, and must be signed by the operator. Entries shall be made showing the time of beginning and ending of each watch on Channel 16 (156.8 MHz). All distress and alarm signals and related communications transmitted or intercepted, and all urgency and safety signals and related communications transmitted, shall be recorded in the log as completely as possible. A record of all installations, service, or maintenance work performed, which may affect the proper operation of the station must also be entered by the licensed operator doing the work, including his signature, address, and the class, serial number, and expiration date of his license. The 24 hour system is used in a radio log; that is 8:45 a.m. is written as 0845 and 1:00 p.m. becomes 1300. (Rule 83.368).

Radio logs must be retained for at least a year; for three years, if they contain entries concerning distress or disaster; and longer periods if they concern communications being investigated by the FCC, or against which claims or complaints have been filed. (Rule 83.115).

Any FCC Field Engineering Office will be glad to help you and give you any further information.

COMMISSION FIELD ENGINEERING OFFICES

Addresses of Commission Field Engineering Offices are listed below. All communications with Field Offices should be addressed to the Engineer in Charge, Federal Communications Commission.

Answers to specific licensing questions can be answered by the Engineer in Charge at any Federal Communications Commission Field Engineering Office. The locations of these offices are given here for your convenience.

- ALABAMA, MOBILE 366020**
499 U.S. Courthouse & Custom House
- ALASKA, ANCHORAGE 99501**
500 U.S. Post Office and Courthouse Bldg.
- CALIFORNIA, LOS ANGELES 90012**
U.S. Courthouse, Rm. 1758
312 North Spring St.
- CALIFORNIA, SAN DIEGO 92101**
Fox Theatre Bldg.
1425 7th Avenue
- CALIFORNIA, SAN FRANCISCO 94111**
323 A Custom House
565 Battery Street
- CALIFORNIA, SAN PEDRO 90731**
300 So. Ferry St., Rm. 2525, PO Box 3009
Berthall Island
- COLORADO, DENVER 80202**
504 New Custom House
1017 between California & Stout Sts.
- DISTRICT OF COLUMBIA, WASH. 20554**
Room 216
1915 M St., N.W.
- FLORIDA, MIAMI 33130**
51 S.W. First Ave., Rm. 919
- FLORIDA, TAMPA 33602**
758 Federal Office Bldg.
500 Zack Street
- GEORGIA, ATLANTA 30303**
1602 Gas Light Tower
235 Peachtree Street, N.E.
- GEORGIA, SAVANNAH 31402**
228 Post Office Bldg., PO Box 8004
- HAWAII, HONOLULU 96808**
502 Federal Building, PO Box 1021
- ILLINOIS, CHICAGO 60604**
1782 Everett McKinley Dirksen Bldg.
219 S. Dearborn Street
- LOUISIANA, NEW ORLEANS 70130**
829 Federal Office Building
600 South Street
- MARYLAND, BALTIMORE 21201**
819 Federal Bldg.
31 Hopkins Plaza
- MASSACHUSETTS, BOSTON 02109**
1600 Custom House
- MICHIGAN, DETROIT 48226**
1054 New Federal Building
4th & Robert St.
- MINNESOTA, ST. PAUL 55101**
691 Federal Building
4th & Robert St.
- MISSOURI, KANSAS CITY 64106**
1703 Federal Building
601 East 12th Street
- NEW YORK, BUFFALO 14203**
328 Federal Building
- NEW YORK, NEW YORK 10014**
748 Federal Building
641 Washington Street
- OREGON, PORTLAND 97204**
314 Multnomah Bldg.
319 S.W. Pine St.
- PENNSYLVANIA, PHILADELPHIA 19106**
11425 James A. Byrne Fed. Courthouse
601 Market St.
- PUERTO RICO, SAN JUAN 00903**
322-324 Federal Bldg.
PO Box 2987
- TEXAS, BEAUMONT 77701**
323 Federal Building
300 Willow Street
- TEXAS, DALLAS 75202**
Federal Courthouse & Off. Bldg.
1100 Commerce St., Rm. 13E7
- TEXAS, HOUSTON, 77002**
New Federal Office Building
515 Rusk Avenue Rm. 5636
- VIRGINIA, NORFOLK 23502**
Military Circle
870 N. Military Highway
- WASHINGTON, SEATTLE 98104**
8012 Federal Office Building
1st Avenue and Marlon

SAMPLE FORMS

| FCC Form 502 September 1975 | | United States of America FEDERAL COMMUNICATIONS COMMISSION | | Form Approved GSA No. B-18022 (7-702004) | |
|---|--|---|--|--|--|
| APPLICATION FOR SHIP RADIOTELEPHONE AND/OR RADIONAVIGATION STATION LICENSE | | | | | |
| FOR COMMISSION USE (Free Stamp) | | FOR COMMISSION USE (Maritime License Information) | | | |
| ISSUING OFFICER | | RADIOTELEPHONE | | RADIONAVIGATION | |
| ISSUED BY | | DATE ISSUED | | DATE RECEIVED | |
| READ INSTRUCTIONS BEFORE FILLING OUT FORM. USE TYPEWRITER OR PRINT CLEARLY IN INK | | | | | |
| 1A. NAME OF INDIVIDUAL (Last, First, Middle Initial) | | 1B. NAME IF OTHER THAN INDIVIDUAL | | | |
| Smith, John Q. | | | | | |
| 2. MAILING ADDRESS OF APPLICANT (Number and Street, City, State and Zip Code) | | | | | |
| 1234 Anystreet, Anyplace, Anystate 99999 | | | | | |
| 3. TYPE OF APPLICANT (Check one) | | | | | |
| <input checked="" type="checkbox"/> (1) Individual <input type="checkbox"/> (C) Corporation <input type="checkbox"/> (P) Partnership <input type="checkbox"/> Regular <input type="checkbox"/> Plurality <input type="checkbox"/> Portable (Attach required information) <input type="checkbox"/> (D) Individual with business name <input type="checkbox"/> (A) Association <input type="checkbox"/> (G) Governmental entity <input type="checkbox"/> AB IF YOU CHECKED PLURALITY, ENTER NUMBER OF SHIPS TO BE COVERED | | | | | |
| 5. NAME OF SHIP | | 6. IS SHIP NUMBERED OR OTHERWISE REGISTERED IN THE UNITED STATES? If NO, EXPLAIN WHY NOT. | | | |
| Water Cruiser V | | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | | |
| 7. OFFICIAL NUMBER OF SHIP (Coast Guard Documentation No., or Federal or State Registration No.) | | 8. CALL SIGN (Previously assigned to ship, if any) | | 9. CLASS OF SHIP (See instructions) | |
| CA12345WC | | | | A. GENERAL B. SPECIAL | |
| 10. RADIOTELEPHONE FREQUENCIES | | | | | |
| <input checked="" type="checkbox"/> 156-158 MHz <input type="checkbox"/> 1600-4000 kHz <input type="checkbox"/> 2900-3100 MHz <input type="checkbox"/> OTHER (Specify and explain) <input type="checkbox"/> 4000-23000 kHz <input type="checkbox"/> OTHER (Specify and explain) <input type="checkbox"/> 9200-9500 MHz | | | | | |
| ITEMS 12-14. CHECK ALL FREQUENCIES TO BE USED BY APPLICANT | | | | | |
| 12A. FREQUENCY | | 12B. QUANTITY | | 13A. FREQUENCY | |
| <input type="checkbox"/> 121.5 MHz | | <input type="checkbox"/> 243 MHz | | <input type="checkbox"/> 2182 kHz | |
| 15. If 121.5 or 243 MHz are requested for EPIRB'S, is the ship expected to operate in international waters beyond the range of marine VHF distress coverage, or is the EPIRB required by the U.S. Coast Guard. | | | | | |
| YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | | | | | |
| 16A. Will applicant own the radio equipment? If no, give name of owner in item 10B. | | | | | |
| YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | | | | |
| 17. If not the owner of the radio equipment, is applicant party to a lease or other agreement under which he maintains full control of it. | | | | | |
| YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | | | | | |
| 19. Will the ship normally communicate with foreign coast stations or make international voyages? | | | | | |
| YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | | | | | |
| 20. Will this ship be used at any time to transport passengers for hire? If yes, give the maximum number to be carried per VESSEL NUMBER | | | | | |
| YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | | | | | |
| READ CAREFULLY BEFORE SIGNING | | | | | |
| Certification: 1) The applicant vows any claim to the use of any particular frequency or of the ether because of previous use of same, whether by license or otherwise. 2) The applicant accepts full responsibility for the operation and control of the requested station license in accordance with applicable law and rules of the FCC. 3) The applicant will have unlimited access to the radio equipment and will take effective measures to prevent its use by unauthorized persons. 4) Neither applicant nor any member thereof is a foreign government representative thereof. | | | | | |
| 21. SIGNATURE of individual, partner, or authorized person on behalf of a governmental entity, or an officer of a corporation, partnership, or association. | | | | DATE | |
| John Q. Smith | | | | 4/1/76 | |
| WILLFUL FALSE STATEMENTS MADE ON THIS FORM OR ATTACHMENTS ARE PUNISHABLE BY FINE AND IMPRISONMENT. U.S. CODE, TITLE 18, SECTION 1001. | | | | | |

SAMPLE FORMS

APPLICATION FOR RESTRICTED RADIOTELEPHONE OPERATOR PERMIT BY DECLARATION

1. REASON FOR APPLICATION

☒ NEW PERMIT
☐ RENEWAL
☐ RENEWAL OF PERMIT
☐ RENEWAL OF PERMIT
☐ RENEWAL OF PERMIT

2. NAME (Last, First, Middle Initial)

Smith John Q.

3. ADDRESS (No. & Street)

1234 Anystreet

4. CITY (City)

Anyplace

5. STATE (State)

Any State

6. ZIP CODE (ZIP Code)

99999

7. DO NOT WRITE IN THIS BLOCK

8. SIGNATURE (Signature)

9. DATE (Date)

10. ORIGINAL PERMIT IS LOST OR DESTROYED, IF FOUND, IT WILL BE RETURNED TO THE PERMITTEE FOR THE PERMIT

11. I HEREBY CERTIFY THAT THE INFORMATION FURNISHED IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

12. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

13. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

1. DATE OF BIRTH

2. SEX

3. RACE

4. PLACE OF BIRTH

5. COUNTRY

6. STATE

7. CITY

8. ZIP CODE

9. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

10. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

11. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

12. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

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14. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

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16. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

17. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

18. I HEREBY CERTIFY THAT I AM NOT UNDER ANY DISQUALIFYING PENALTY OR PUNISHMENT FOR THE PERMIT.

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SHIP RADIOTELEPHONE RULE REMINDERS

1. Post Station License. Section 83.102
 2. Have Operator License Available. Section 83.165.
 3. Listen on Channel 16 (156.8 MHz). Section 83.244
 4. Use Channel 16 (156.8 MHz) for Calling, Distress, Urgency or Safety only. Sections 83.233, 83.353, and 83.366.
 5. Listen Before Transmitting. Avoid Interference With Distress or Other Communications In Progress. Section 83.181.
 6. When You Hear MAYDAY—Listen. Don't Talk Unless You Can Help. Section 83.176, 83.235, 83.236, 83.238, 83.239, 83.240, 83.241, and 83.242.
 7. No Ragchewing. Sections 83.178 and 83.358
 8. Talk 3 Wait 10. Section 38.366(g)
 9. Give Your Call Sign. Section 83.364
 10. Keep A Log. Section 83.368
 11. Answer Violation Notices. Section 83.601
 12. Use of Indecent Language Or Profanity On The Air Is A Criminal Offense.
 13. FALSE OR FRAUDULENT DISTRESS SIGNALS ARE PROHIBITED.
- IF YOU ARE IN DISTRESS**
1. SEND radiotelephone alarm signal, if possible, to attract attention of other ships.
 2. SAY slowly and distinctly on the distress frequency, Channel 16 (156.8 MHz):
 - a. MAYDAY, MAYDAY, MAYDAY
 - b. THIS IS (Call Sign, Repeated 3 Times)
 - c. GIVE the name of your ship.
 - d. GIVE your geographical position.
 - e. TELL the nature of the distress.
 - f. EXPLAIN what kind of assistance you need.
 - g. GIVE any information that will help you to be rescued. (For example, color of ship, type of ship, length of ship, etc.)
 3. REPEAT distress call and distress message at intervals until you get an answer.
 4. TRY any other available frequency to get help, if you get no answer to your distress call sent on Channel 16 (156.8 MHz).
 5. GIVE priority to DISTRESS, URGENCY, AND SAFETY messages in that order.

NUMERICAL LISTING OF VHF MARINE RADIOTELEPHONE CHANNELS

This manual is for educational purposes only. The accuracy and completeness of the information provided herein is not guaranteed or warranted. Genave shall not be liable for any loss or damages. Use at your own risk. Unauthorized reproduction is prohibited.

| CHANNEL | FREQUENCY (MHz) | XMIT SHIP | COAST | AUTHORIZED TRAFFIC | POINTS OF COMMUNICATION |
|---------|--------------------|--------------|---------|-----------------------------|----------------------------|
| 1 | 156.050 | 156.050 | 156.650 | International Only | Ship/Shore |
| 2 | 156.100 | 156.100 | 156.700 | International Only | Ship/Shore |
| 3 | 156.150 | 156.150 | 156.750 | International Only | Ship/Shore |
| 4 | 156.200 | 156.200 | 156.800 | International Only | Ship/Shore |
| 5 | 156.250 | 156.250 | 156.850 | International Only | Ship/Shore |
| 6 | 156.300 | 156.300 | 156.900 | INTERNET-SHIP SAFETY | Ship/Shore |
| 7 | 156.350 | 156.350 | 156.950 | International Only | Ship/Shore |
| 7A | 156.400 | 156.400 | 156.950 | Commercial | Ship/Shore |
| 8 | 156.450 | 156.450 | 156.950 | Commercial, Non-Commercial | Ship/Shore |
| 9 | 156.500 | 156.500 | 156.950 | Commercial | Ship/Shore |
| 10 | 156.550 | 156.550 | 156.950 | Commercial | Ship/Shore |
| 11 | 156.600 | 156.600 | 156.950 | Port Operations, USCG | Ship/Shore |
| 12 | 156.650 | 156.650 | 156.950 | Canals, Locks, Pilots | Ship/Shore |
| 13 | 156.700 | 156.700 | 156.950 | Port Operations, USCG | Ship/Shore |
| 14 | 156.750 | 156.750 | 156.950 | Environmental, Hydrographic | Ship/Shore |
| 15 | 156.800 | 156.800 | 156.950 | DISTRESS, SAFETY, & CALLING | Ship/Shore |
| 16 | 156.850 | 156.850 | 156.950 | Restricted, State Control | Ship/Shore |
| 17 | 156.900 | 156.900 | 156.950 | Commercial | Ship/Shore |
| 18 | 156.950 | 156.950 | 156.950 | Commercial | Ship/Shore |
| 19 | 157.000 | 157.000 | 156.950 | Commercial | Ship/Shore |
| 20 | 157.050 | 157.050 | 156.950 | Port Operations | Ship/Shore |
| 21 | 157.100 | 157.100 | 156.950 | International Only | Ship/Shore |
| 22 | 157.150 | 157.150 | 156.950 | Restricted, USCG | Ship/Shore |
| 23 | 157.200 | 157.200 | 156.950 | International Only | Ship/Shore |
| 24 | 157.250 | 157.250 | 156.950 | Communications, USCG | Ship/Shore |
| 25 | 157.300 | 157.300 | 156.950 | International Only | Ship/Shore |
| 26 | 157.350 | 157.350 | 156.950 | Restricted, USCG | Ship/Shore |
| 27 | 157.400 | 157.400 | 156.950 | Public Correspondence | Ship/Shore |
| 28 | 157.450 | 157.450 | 156.950 | Public Correspondence | Ship/Shore |
| 29 | 157.500 | 157.500 | 156.950 | Public Correspondence | Ship/Shore |
| 30 | 157.550 | 157.550 | 156.950 | Public Correspondence | Ship/Shore |
| 31 | 157.600 | 157.600 | 156.950 | Public Correspondence | Ship/Shore |
| 32 | 157.650 | 157.650 | 156.950 | Public Correspondence | Ship/Shore |
| 33 | 157.700 | 157.700 | 156.950 | Public Correspondence | Ship/Shore |
| 34 | 157.750 | 157.750 | 156.950 | Public Correspondence | Ship/Shore |
| 35 | 157.800 | 157.800 | 156.950 | Public Correspondence | Ship/Shore |
| 36 | 157.850 | 157.850 | 156.950 | Public Correspondence | Ship/Shore |
| 37 | 157.900 | 157.900 | 156.950 | Public Correspondence | Ship/Shore |
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| 43 | 158.200 | 158.200 | 156.950 | Public Correspondence | Ship/Shore |
| 44 | 158.250 | 158.250 | 156.950 | Public Correspondence | Ship/Shore |
| 45 | 158.300 | 158.300 | 156.950 | Public Correspondence | Ship/Shore |
| 46 | 158.350 | 158.350 | 156.950 | Public Correspondence | Ship/Shore |
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| 51 | 158.600 | 158.600 | 156.950 | Public Correspondence | Ship/Shore |
| 52 | 158.650 | 158.650 | 156.950 | Public Correspondence | Ship/Shore |
| 53 | 158.700 | 158.700 | 156.950 | Public Correspondence | Ship/Shore |
| 54 | 158.750 | 158.750 | 156.950 | Public Correspondence | Ship/Shore |
| 55 | 158.800 | 158.800 | 156.950 | Public Correspondence | Ship/Shore |
| 56 | 158.850 | 158.850 | 156.950 | Public Correspondence | Ship/Shore |
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| 73 | 159.700 | 159.700 | 156.950 | Public Correspondence | Ship/Shore |
| 74 | 159.750 | 159.750 | 156.950 | Public Correspondence | Ship/Shore |
| 75 | 159.800 | 159.800 | 156.950 | Public Correspondence | Ship/Shore |
| 76 | 159.850 | 159.850 | 156.950 | Public Correspondence | Ship/Shore |
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| 84 | 160.250 | 160.250 | 156.950 | Public Correspondence | Ship/Shore |
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| 87 | 160.400 | 160.400 | 156.950 | Public Correspondence | Ship/Shore |
| 88 | 160.450 | 160.450 | 156.950 | Public Correspondence | Ship/Shore |
| 89 | 160.500 | 160.500 | 156.950 | Public Correspondence | Ship/Shore |
| 90 | 160.550 | 160.550 | 156.950 | Public Correspondence | Ship/Shore |
| 91 | 160.600 | 160.600 | 156.950 | Public Correspondence | Ship/Shore |
| 92 | 160.650 | 160.650 | 156.950 | Public Correspondence | Ship/Shore |
| 93 | 160.700 | 160.700 | 156.950 | Public Correspondence | Ship/Shore |
| 94 | 160.750 | 160.750 | 156.950 | Public Correspondence | Ship/Shore |
| 95 | 160.800 | 160.800 | 156.950 | Public Correspondence | Ship/Shore |
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| 113 | 161.700 | 161.700 | 156.950 | Public Correspondence | Ship/Shore |
| 114 | 161.750 | 161.750 | 156.950 | Public Correspondence | Ship/Shore |
| 115 | 161.800 | 161.800 | 156.950 | Public Correspondence | Ship/Shore |
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| 137 | 162.900 | 162.900 | 156.950 | Public Correspondence | Ship/Shore |
| 138 | 162.950 | 162.950 | 156.950 | Public Correspondence | Ship/Shore |
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| 140 | 163.050 | 163.050 | 156.950 | Public Correspondence | Ship/Shore |
| 141 | 163.100 | 163.100 | 156.950 | Public Correspondence | Ship/Shore |
| 142 | 163.150 | 163.150 | 156.950 | Public Correspondence | Ship/Shore |
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| 144 | 163.250 | 163.250 | 156.950 | Public Correspondence | Ship/Shore |
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| 146 | 163.350 | 163.350 | 156.950 | Public Correspondence | Ship/Shore |
| 147 | 163.400 | 163.400 | 156.950 | Public Correspondence | Ship/Shore |
| 148 | 163.450 | 163.450 | 156.950 | Public Correspondence | Ship/Shore |
| 149 | 163.500 | 163.500 | 156.950 | Public Correspondence | Ship/Shore |
| 150 | 163.550 | 163.550 | 156.950 | Public Correspondence | Ship/Shore |
| 151 | 163.600 | 163.600 | 156.950 | Public Correspondence | Ship/Shore |
| 152 | 163.650 | 163.650 | 156.950 | Public Correspondence | Ship/Shore |
| 153 | 163.700 | 163.700 | 156.950 | Public Correspondence | Ship/Shore |
| 154 | 163.750 | 163.750 | 156.950 | Public Correspondence | Ship/Shore |
| 155 | 163.800 | 163.800 | 156.950 | Public Correspondence | Ship/Shore |
| 156 | 163.850 | 163.850 | 156.950 | Public Correspondence | Ship/Shore |
| 157 | 163.900 | 163.900 | 156.950 | Public Correspondence | Ship/Shore |
| 158 | 163.950 | 163.950 | 156.950 | Public Correspondence | Ship/Shore |
| 159 | 164.000 | 164.000 | 156.950 | Public Correspondence | Ship/Shore |
| 160 | 164.050 | 164.050 | 156.950 | Public Correspondence | Ship/Shore |
| 161 | 164.100 | 164.100 | 156.950 | Public Correspondence | Ship/Shore |
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| 163 | 164.200 | 164.200 | 156.950 | Public Correspondence | Ship/Shore |
| 164 | 164.250 | 164.250 | 156.950 | Public Correspondence | Ship/Shore |
| 165 | 164.300 | 164.300 | 156.950 | Public Correspondence | Ship/Shore |
| 166 | 164.350 | 164.350 | 156.950 | Public Correspondence | Ship/Shore |
| 167 | 164.400 | 164.400 | 156.950 | Public Correspondence | Ship/Shore |
| 168 | 164.450 | 164.450 | 156.950 | Public Correspondence | Ship/Shore |
| 169 | 164.500 | 164.500 | 156.950 | Public Correspondence | Ship/Shore |
| 170 | 164.550 | 164.550 | 156.950 | Public Correspondence | Ship/Shore |
| 171 | 164.600 | 164.600 | 156.950 | Public Correspondence | Ship/Shore |
| 172 | 164.650 | 164.650 | 156.950 | Public Correspondence | Ship/Shore |
| 173 | 164.700 | 164.700 | 156.950 | Public Correspondence | Ship/Shore |
| 174 | 164.750 | 164.750 | 156.950 | Public Correspondence | Ship/Shore |
| 175 | 164.800 | 164.800 | 156.950 | Public Correspondence | Ship/Shore |
| 176 | 164.850 | 164.850 | 156.950 | Public Correspondence | Ship/Shore |
| 177 | 164.900 | 164.900 | 156.950 | Public Correspondence | Ship/Shore |
| 178 | 164.950 | 164.950 | 156.950 | Public Correspondence | Ship/Shore |
| 179 | 165.000 | 165.000 | 156.950 | Public Correspondence | Ship/Shore |
| 180 | 165.050 | 165.050 | 156.950 | Public Correspondence | Ship/Shore |
| 181 | 165.100 | 165.100 | 156.950 | Public Correspondence | Ship/Shore |
| 182 | 165.150 | 165.150 | 156.950 | Public Correspondence | Ship/Shore |
| 183 | 165.200 | 165.200 | 156.950 | Public Correspondence | Ship/Shore |
| 184 | 165.250 | 165.250 | 156.950 | Public Correspondence | Ship/Shore |
| 185 | 165.300 | 165.300 | 156.950 | Public Correspondence | Ship/Shore |
| 186 | 165.350 | 165.350 | 156.950 | Public Correspondence | Ship/Shore |
| 187 | 165.400 | 165.400 | 156.950 | Public Correspondence | Ship/Shore |
| 188 | 165.450 | 165.450 | 156.950 | Public Correspondence | Ship/Shore |

ADDITIONAL INFORMATION

Marine/Master-I gives you 4 "working" area channels. At any time you can determine the number and frequency of additional channels needed and return the unit to the factory with the necessary information and obtain factory installed frequencies at a cost that is most nominal. If, however, the unit cannot be spared or taken out of operation for any period of time, your authorized Genave dealer can provide you with the necessary crystals. Installation of these crystals must, however, be performed by an FCC Licensed 1st or 2nd Class Radiotelephone or Radiotelegraph Technician, and signed off in your radio log book.

Two charts are included in this manual to aid you in determining which additional channels you may want to order. The first chart is the Numerical Listing of Marine/Master-I Channels on page 17. The second chart is the Marine/Master-I Channel Recommendation chart on page 18. When you make your selection be sure to compare these charts with the facilities available in the area in which you operate your ship.

As mentioned previously, all ship radiotelephone stations are required by law to maintain a station log. A logbook designed especially for the Marine/Master-I is available from Genave. This logbook is arranged in such a manner that "paper-work time" can be reduced to a minimum. To obtain your copy of the Marine/Master-I Logbook fill out the enclosed card and mail it along with the proper fee to: General Aviation Electronics, Inc., 4141 Kingman Drive, Indianapolis, Indiana 46226.

OPERATING INSTRUCTIONS

- 1) To operate the transceiver, turn on by rotating the Off/On/Volume control clockwise.
- 2) Rotate the squelch control fully counter-clockwise until noise is heard in the speaker. Adjust the volume control for the desired audio level. Readjust the squelch control clockwise until the receiver just quiets.
- 3) Select the desired transmit and receive frequency on the Marine/Master-I by rotating the frequency selector to the desired selector to the desired position.
- 4) Select the desired transmitter output power by moving the power switch toward the top of the unit for maximum power or toward the bottom of the unit for battery conserving, low power operation.
- 5) To transmit, depress the transmit band and speak into the speaker/microphone on the front of the transceiver.
- 6) If an external earphone or the speaker/microphone is desired, it may be connected to the phone jack at the top of the unit.

